



# All Aboard



DECEMBER 1991

JANUARY 1992

**FRISCO**

**TRAIN EXHIBIT  
IN  
HOSPITALITY HOUSE LOBBY**

- \* See portions of the collection from the Frisco Museum in Ash Grove, Mo.
- \* Visit our eye-level train display as it makes its way through the Ozark countryside.
- \* Meet our conductor and museum coordinator, Alan Schmitt

# FRISCO **All Aboard** FRISCO

VOLUME 6 December, 1991 - January, 1992 NUMBER 4

## FEATURES

- Down At The Depot.....7**  
 Peculiar, MO on the Clinton Sub-Division is the featured station in this issue.
- Frisco Roster Tales.....13**  
 In our *TALE* for this issue, Frisco Folk Ken Wulfert shares his experiences and observations of the 1990 *National Railway Historical Society* convention at St. Louis, MO, featuring Frisco's 1522.
- Rick's Tips.....17**  
 Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout. This installment features tips for mounting HO scale figures on your layout.
- Doodlebugging on the Frisco.....18**  
 It started out as a steam powered motorcar and ended up as a trailer coach. Number 3002 is on track in this issue.

## EXTRA RUNS

- A Peculiar Memory.....6***  
 Marjorie Shackelford McCune shares with us some of her childhood memories growing up on the Frisco in Peculiar, MO
- Frisco On The Pennsy.....8***  
 Frisco Folk Larry Shankles shares with us some interesting information regarding joint operation of through sleeping cars on the Frisco and the Pennsylvania Railroad.
- FRISCO BAY WINDOW CABOOSE #154.....9**  
 This is the first in a two part edition of the **NEW CAR SHOP** in which Frisco Folk Rick McClellan provides detailed instructions for an HO scale model of the only wooden bay window caboose on the Frisco.
- Classic Frisco Up-Date.....15***  
 In what is becoming an on-going investigation of mystery Frisco locomotive #88, Frisco Folks George Ballard & Gale Hall provide us with additional information on the engine's C&EI ownership.
- FRISCO IN THE 1990's.....19**  
 An assortment of Frisco equipment and facilities in the 1990's is captured for us in this photo feature by the cameras of Frisco Folks Joe Koch, Wayne Porter, and Chris Bowles.

## DEPARTMENTS

- Frisco Folks.....3**
- Museum Dispatch.....3**
- Museum Acquisitions.....16**
- Mail Car.....17**
- Looking Backward.....18**



RAILROAD MUSEUM Inc.  
 =====

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## HOURS OF OPERATION

### MUSEUM

Tuesday thru Saturday  
 10:00 a.m. to 5:00 p.m.

### MUSEUM OFFICE

Tuesday thru Saturday  
 9:00 a.m. to 6:00 p.m.

The *All Aboard* is published bimonthly for members of the FRISCO FOLKS organization of THE FRISCO RAILROAD MUSEUM Inc. The museum facility is located at 500 Walker St. in Ash Grove, MO. The museum offices are located at 100 E. Main St., Ash Grove, MO. All correspondence should be addressed to P.O. Box 276, Ash Grove, MO, 65604. The *ALL ABOARD* and its contents are copyrighted by The Frisco Railroad Museum Inc., and may not be reproduced or duplicated in any manner or form without the expressed written consent of the museum President. The Frisco Railroad Museum Inc. is not affiliated with the St. Louis-San Francisco Railway Co., the Burlington Northern Railroad Co., or any of its subsidiaries.

## ABOUT THE COVER

Our cover for this issue features the sign that greeted over 170,000 people who visited the museum's display at Silver Dollar City. Story and additional photos on pp. 3-5.

# FRISCO FOLKS

The **Frisco Folks** headline marked the section in the various company publications that reported the activities and accomplishments of company employees and their families. The Frisco was a family oriented company! The **Frisco Railroad Museum Inc.** is continuing that family tradition in our **FRISCO FOLKS** support organization, for individuals who believe in the purpose and objectives of the museum and are committed to preserving the rich heritage of the Frisco.

The museum is pleased to acknowledge the following membership renewals in the **FRISCO FOLKS**:

Jim Lilly.....Fireman  
Missouri  
Harold Harker.....Brakeman  
England  
Norm Florup.....Brakeman  
Texas  
Hoyt Larry Crowe.....Switchman  
Georgia  
Carl Dahlman.....Switchman  
Missouri  
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Missouri  
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Alabama  
Bonnie Trail.....Switchman  
Missouri  
Brad Slone.....Switchman  
Missouri

Dale Rush.....Switchman  
Missouri  
James Priest.....Switchman  
Maryland  
Dennis Hogan.....Switchman  
Texas

The museum is pleased to welcome the following new members to the **FRISCO FOLKS**:

Wayne Rogers.....Brakeman  
Oklahoma  
Clarence I. Huffine.....Brakeman  
Texas  
Karl E. Dahlberg.....Brakeman  
New Jersey  
Kirk Bennett.....Brakeman  
Missouri  
Terry Chastain.....Switchman  
Missouri  
Jonathan F. Royce.....Switchman  
Arkansas  
Bob McCarthy.....Switchman  
Missouri  
Gary E. Brown.....Switchman  
Kansas  
Michael Hunter.....Switchman  
Pennsylvania  
Steven Beleck.....Switchman  
Illinois  
Albert Bohrer.....Switchman  
Missouri  
Jeff Schmid.....Switchman  
Missouri  
Earl Carter.....Switchman  
Oklahoma  
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Bobby J. Spencer.....Switchman  
California  
Michael Hasbargen.....Switchman  
Missouri  
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Nevada  
Steve W. Dailey.....Switchman  
Kansas  
Robert L. Collins.....Switchman  
Kansas  
Maxine Rose.....Switchman  
Missouri  
Stephen Bergmann.....Switchman  
Missouri

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Mississippi  
Rex Bardin.....Switchman  
California  
Gene Schmid.....Switchman  
Missouri  
Mark D. Justice.....Switchman  
Missouri  
Ronald N. Selby.....Switchman  
Arkansas  
James Black.....Switchman  
Florida  
Royce Brown.....Switchman  
Colorado  
Trix Evans.....Switchman  
Oklahoma

## MUSEUM DISPATCH

As of January 1, 1992, Rachel Schmitt has assumed the duties of Office Manager and Membership Secretary. Her responsibilities will include general office work and the processing of all new memberships and membership renewals. As the oldest daughter of museum founder and current president, Alan Schmitt, Rachel has grown up with the museum and is familiar with its operations, programs, and services.

Thanks and a tip of the Frisco hat to Frisco Folk Jim Quarles, owner of **Computer Management Systems**, Pittsburg, KS, for providing custom computer scanning services for use in the publication of the **ALL ABOARD**.



When the gates closed at 11:00 p.m., December 15, 1991, over 170,000 people had attended Silver Dollar City's 1991 *An Old-Time Country Christmas*. Of that 170,000 "+" people, 99% of them visited the museum's display! Ten hours a day, four days a week, for six weeks (November 7 - December 15),

museum president Alan Schmitt, and helpers, visited with folks about a wide range of topics from stories about family members who worked for the railroads to "How do you keep your model trains on the track?"; From personal experiences riding & working on trains to "How much is all this stuff worth?"; From questions about the museum and the programs & services we have to offer to "How do you build mountains?"; etc., etc., etc.!

The museum's display included twelve memorabilia display centers that housed over 2,000 items of Frisco, Frisco related, Pullman, and Railway Express Agency memorabilia. In addition, one display center featured part of the museum's collection of miniature locomotive collectibles and another displayed a portion of our collection of antique train Christmas ornaments. Although the display area was relatively small, it wasn't at all unusual for folks to spend hours looking at each display, asking questions, and doing some serious reminiscing!

In addition to the memorabilia display, we built a 12x16 modular HO gauge train layout that operated three continuously running trains each day that collectively logged over 720 hours and traveled approximately 26,000 scale miles! The layout construction and operation was the first such project attempted by the museum and thanks to the Pittsburg Model Railroad Club, who provided the modules and basic track work, and the leadership and hard work of project director & Frisco Folk Rick McClellan, and others, the layout proved to be one of the city's most popular Christmas attractions. It was amazing the number of folks who reminisced about their first Lionel train set!

While moving & setting up the forty-three boxes of items, six display cases, a 10' baggage cart, and six modular layout pieces was a major undertaking that required five vehicles (one a 26' truck) and eight people, the experience was well worth the effort. Based on our average yearly attendance to date, at our current Ash Grove, MO

facility, in six weeks we gained 170 years of public exposure!

Commented President Schmitt, "We met lots of folks, had an opportunity to share with them about our museum, had all our expenses paid, and had fun in the process. What more could we hope for? The experience has already benefited the museum and will continue to do so well into the future. We are gratefully indebted to Brad Thomas and the staff & management of Silver Dollar City for giving us the opportunity to participate in their Christmas program."

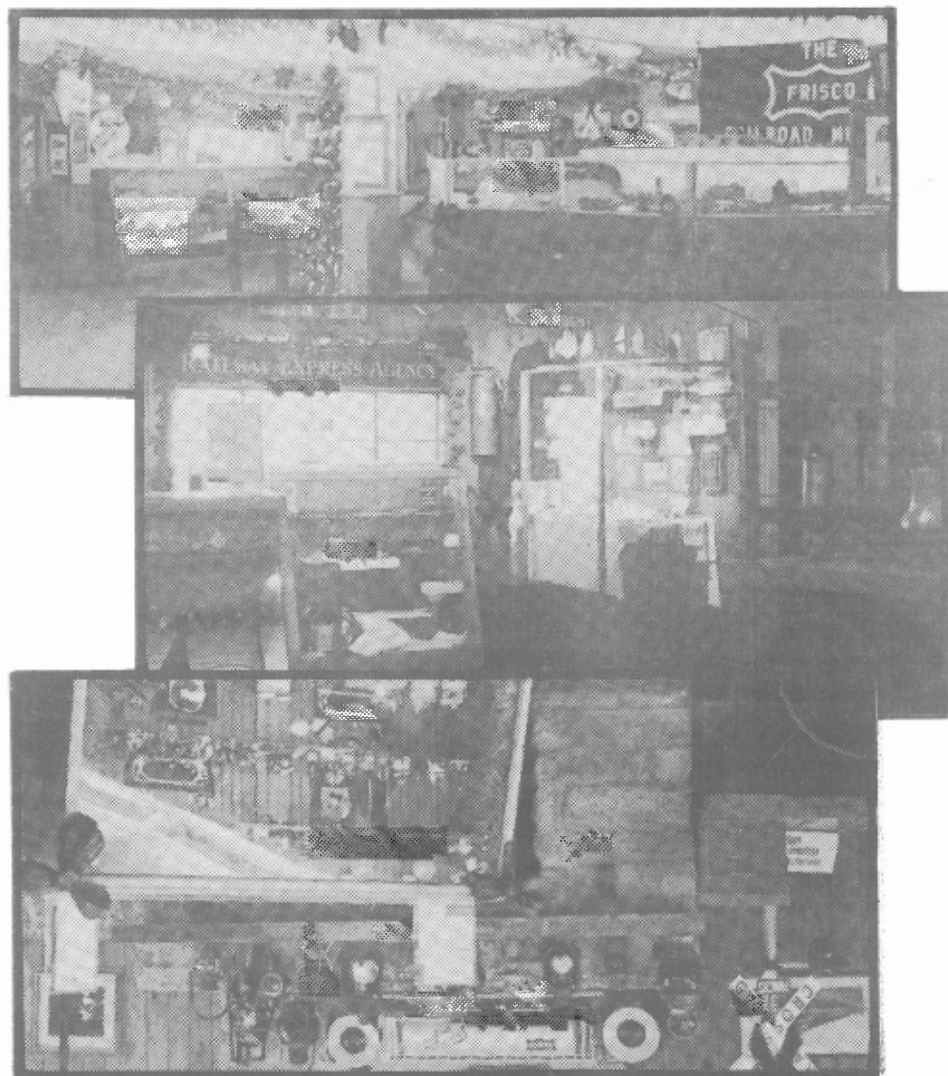
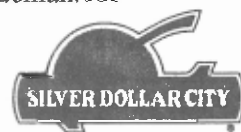
It goes without saying that such a project could not have been possible without the assistance, hard work, and commitment of time from a number of individuals and organizations. Consequently, THANKS! and a big tip of the Frisco hat goes to the following individuals and organizations:

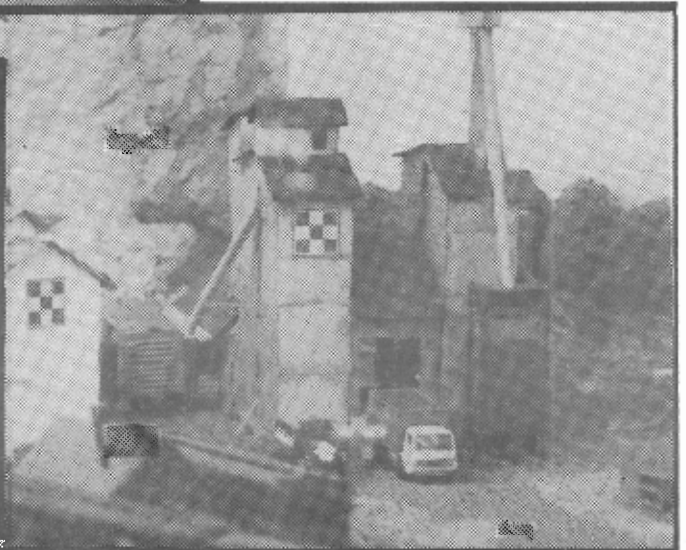
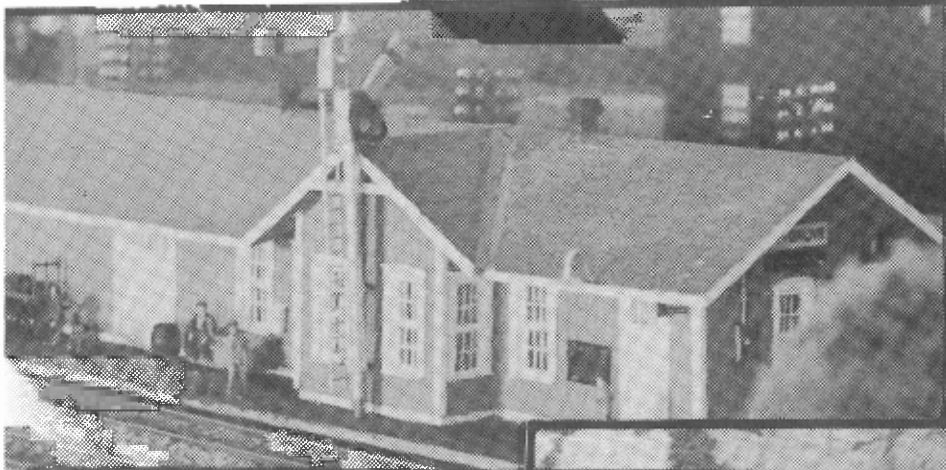
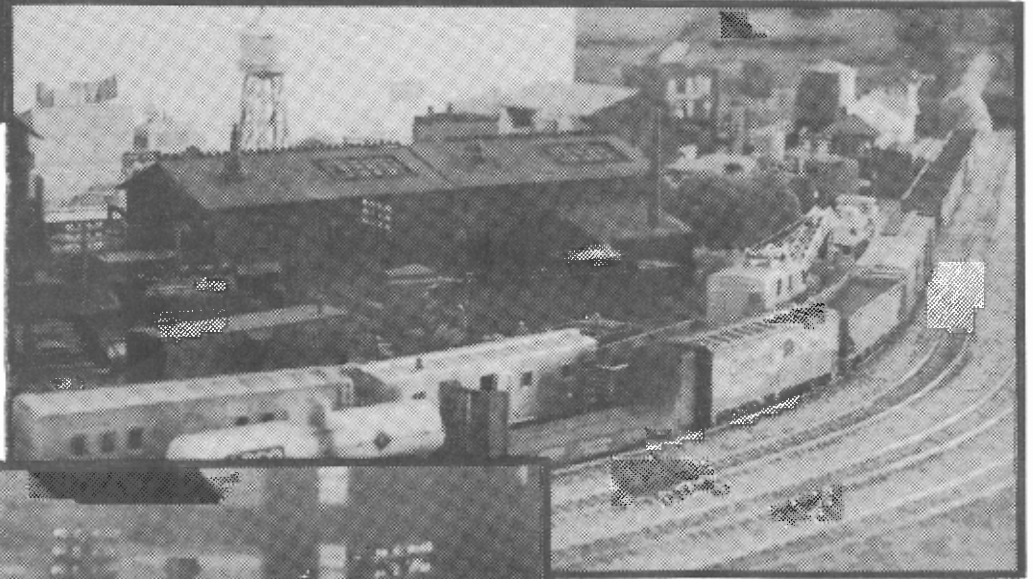
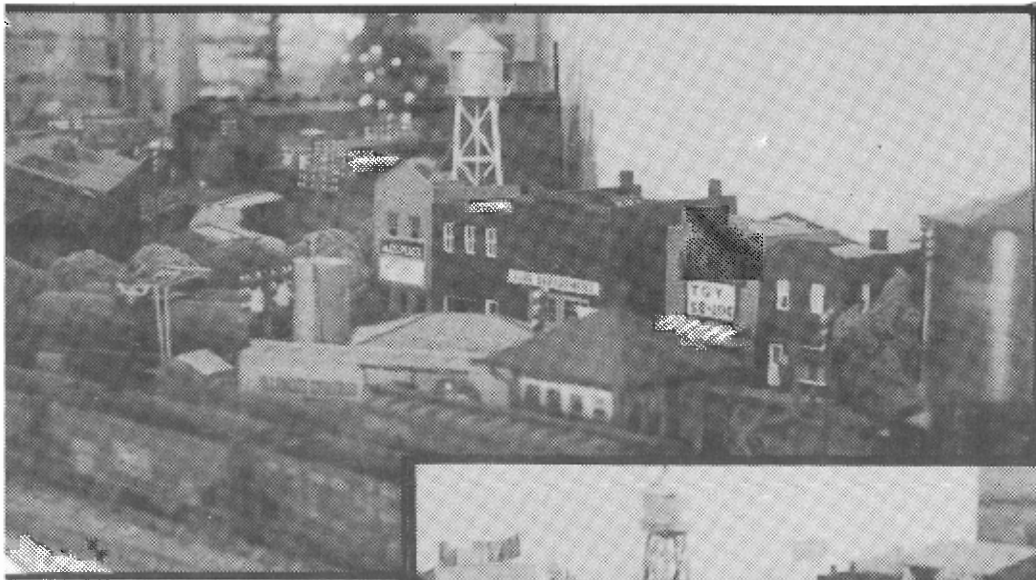
## CONSTRUCTION & SET-UP

Rick McClellan - Jo McClellan - Lee Buffington - Chuck Mahaffey - Scott Mahaffey - Matt Collins - Susan Collins - Sandra Schmitt - Rachel Schmitt - Sarah Schmitt - Ray Runyon - Jay Runyon - Pittsburg Model Railroad Club - Trainland Hobbies, Springfield, MO - Hobbydashery, Springfield, MO - Spotlight Hobbies, Kansas City, MO - Sawdust & Scraps Wood Crafts, Ash Grove, MO.

## DAILY OPERATION ASSISTANCE

Sandra Schmitt - Jim Quarles - John Sanders - Frank Snelson - Ron Coulter - Art Lindeman. ☺





# A Peculiar Memory

By

Majorie Shackelford McCune

When I was a pre-school child living in Peculiar, MO, (*population 100*) it was via the Frisco railroad that we made contact with the world beyond our town and its environs. We had a *morning train* that I learned from my elders was made up in Kansas City and an *afternoon train* that was returning there after having terminated its run in Springfield, MO. Where was Springfield, MO? Kansas City I was acquainted with as I accompanied my parents there several times a year on shopping expeditions or to visit relatives. These were eagerly anticipated and greatly savored occasions. For lesser shopping excursions we rode the Frisco to Belton, about seven miles north or to Harrisonville about a like distance the other direction where we could combine shopping with visit's to my mother's relatives.

The arrival of the *morning train* was unquestionably the event of the day. With unbelievable clatter it discharged empty heavy metal milk cans belonging to local farmers, express & incredibly dirty cloth, and leather mail sacks headed for our post office. These were of major importance to us for they might contain letters from relatives or friends now residing in distant places, parcels of merchandise that had likely been ordered by mail from Sears Roebuck or Montgomery Ward, and always *The Drovers Telegram* and *The Times Star*. From it my parents gleaned the latest news concerning the exploits of Teddy Roosevelt and his irrepressible daughter, Alice. A few periodicals found their way into my parents' post office box. (*Our mail had to be picked up at the post office for there was no mail delivery except on rural routes*) *The Youth's Companion*, *The Christian Herald*, and *The Word & Way* were the intellectual fare at our house.

Occasionally a scenic post card was sent (*for one cent*) by some lucky friend or relative vacationing in a distant popular resort. Early on, there must have been a railway mail clerk aboard for letters could be mailed on the train. Several times a week the *morning train* would deliver an enormous, carefully packed freezer of ice cream for our soda fountain: dozens of potential treats for our local citizens!

The *morning train*, oftener than occasionally it now sees to me, brought relatives for surprise visits. My mother's fried chicken and country cured ham with red eye gravy were remembered from previous visits. In those days the *latchstring was always out* at the homes of relatives so contacting the hostess before an intended visit was considered superfluous.

We took the *afternoon train* dressed to the nines, when we went to Kansas City. Our wardrobes contained two types of clothes, *Sunday* and *everyday*. This, unquestionably, was a *Sunday* type event! My mother wore her rustling black silk dress and her hat with the ostrich plumes. Papa donned his *Sunday* suit, white pleated bosomed shirt, celluloid collar, nicest string tie and bowler hat. Even so, we would hardly be mistaken for an urban family. The *afternoon train* discharged passengers at the old Union Station at Third and Main. I have one insignificant recollection of this building. The waiting room contained rows and rows of benches, back to back, with space marked off for each person with shiny black metal arms that made reclining impossible. When the new Union Station, vast and impressive, was built farther south at a cost of six million dollars, our train discharged passengers there.

Our Frisco-red three room wooden depot contained one rather

spacious storage room for large items of freight and express, a waiting room where passengers were sheltered from the elements while awaiting the train's arrival, and a business office between these two. Here the noisy telegraph ticked away. From this room's ticket office was issued the slim piece of cardboard that would be inspected as the passenger boarded the train and subsequently collected by the conductor when the passenger was comfortably seated. One of my strongest recollections was of the distinctive odor of the place - an amalgamation of creosote, coal dust, and oil with which the wood floor had been treated. A wooden stock yard, painted white, was conveniently located near the tracks where livestock awaiting shipment to the Kansas City market was corralled until it could be loaded into the cattle cars of the night freight train. Trucking livestock to market was years down the road.

I was greatly impressed by the uniformed personnel the train carried. Where these people came from and where they resided when not performing their duties mystified me. I sometimes glimpsed those in the cab of the engine and I was informed that the engineer was responsible for the shrill whistling of the night freight summoning one Troy Hilderbrand to his duty to *coal the train*. The engineer was also responsible for causing a cloud of steam to escape from the engine, very conspicuous on cold days.

Railroads seemed to me to be as permanent as the Washington Monument or Mount Whitney. When my husband, our son, and I were making a trip to New Orleans on the *Southern Belle* in the early 1950's I noted that the appointments were becoming a bit shabby when appraised critically, but I could not grasp the fact that railroads as

# DOWN AT THE DEPOT

standard transportation for passenger travel were being replaced. According to one James A. Williams of Lee's Summit the last passenger train on the Frisco that I know ran in May, 1954. If, by some miracle, I should be offered free and permanent access to the Concorde, this would not displace the niche in my memories and affections occupied by our Peculiar Frisco trains!

**EDITOR'S NOTE:** The *morning train* referred to by Mrs. McCune was #131, the *Arkansas & Texas Mail*, which departed Peculiar southbound for Springfield at 11:45 a.m. and the *evening train* was #132, the *Kansas City Mail*, which departed northbound for Kansas City at 3:48 p.m.

The last full passenger service through Peculiar was on trains #20 northbound and #21 southbound. In May, 1954, service between Clinton & Springfield was freight only and between Clinton & Kansas City, via Peculiar, was mixed freight on trains #58 & #59. Passengers were carried in the caboose between Clinton and Centropolis, a practice that was still in service well into the late 1960's. ☞

## Peculiar, MO

Station D37  
Clinton Sub-Division  
Eastern Division

The history of the line through Peculiar, MO can be traced back to August, 1871, when the first of four companies was incorporated that would eventually build the line from Springfield to Kansas City.

On August 23, 1871, the *Kansas City, Memphis & Mobile Railroad Co.* was incorporated to build a line between Clinton and Kansas City, a distance of approximately eighty-six miles. Although rights-of-ways were acquired and some grading was completed, the company was judged bankrupt and sold on April 11, 1877.

On June 10, 1880, the *Kansas City & Southern Railway Co.* was incorporated to acquire the rights and property of the *Kansas City, Memphis & Mobile* line. By May, 1885, the new company had completed a line from the north bank of the Osage River to East Lynn, MO, a distance of sixty-one miles.

Four years later, the line was completed from East Lynn to Kansas City, making in all about 112 miles of railroad.

On May 3, 1884, the *Springfield & Northern Railway Co.* was incorporated as a wholly owned Frisco subsidiary line. By November of that same year, thirty-eight miles of track were completed from Springfield north to Bolivar.

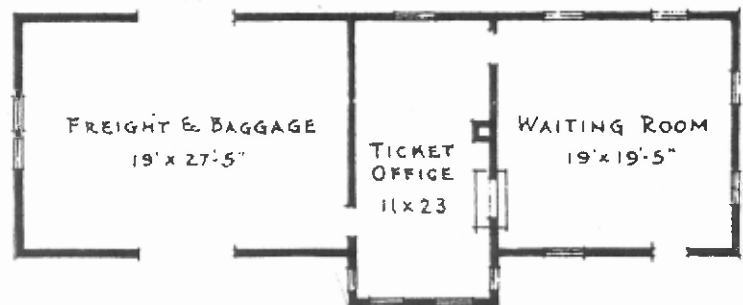
On April 22, 1891, the *Kansas City, Osceola & Southern Railway Co.* was incorporated, organized by John Blair (*Blairstown, MO*). The purpose for organizing the company was to acquire the bankrupt property and franchises of the *Kansas City & Southern Co.* On April 21, 1891, Blair purchased the line at public auction, on June 10, 1891, he took possession, and on June 16, 1891, he conveyed it to the newly formed company. Thus, what would become locally known as *THE BLAIR LINE* was born.

On March 19, 1900, the Frisco exercised certain options on the line and took possession on June 1, 1900. ☞

The depot described in Mrs. McCune's *Memory* was built in 1883 as a 60'1" x 20'2" combination station. The wood frame structure was set on a pile head foundation with 2"x6" walls, 12' ceilings in the waiting room & ticket office, 13' in the freight room, and featured a 1/3 pitch gable roof. The interior floor was 3/4" x 3 1/4" yellow pine, walls were 3/4" x 3 1/4" BD ceiling stock, and the exterior walls were covered with boards & battens with 1"x6" drop siding. Heat was by stoves, lighting was provided by oil lamps, and sanitary facilities were outside toilets.

The structure was divided into a 19'x27'5" Freight & Baggage Room on the northwest end, a 19'x10'5" Waiting Room on the opposite end with the Ticket Office in the middle.

In 1954, the depot was replaced with a smaller, *box car* type structure which was removed in the early 1970's.



Floor Plan for original 1883 Peculiar depot



1954 replacement depot. H.D. Connor collection



# FRISCO On The PENNSY



By  
Larry Shankles

**EDITOR'S NOTE:** *Frisco Folk Larry Shankles shares with us some interesting information as a follow-up to the ALL ABOARD articles on the Frisco's roster of Streamlined passenger cars, Roster Tales, August-September 1991, pp. 6-7 and the Frisco's Shadowline Camouflage paint livery, Mail Car, August-September 1991, pp. 4-5.*

The Pennsylvania Railroad made an agreement with the Frisco and the Katy in 1946 to operate through service from New York to Oklahoma and Texas on the *Texas Special*. This gave the Missouri Pacific's *Texas Eagle* some competition. The service on the *Texas Special* began July 7, 1946, between New York, Dallas, and San Antonio with five heavyweight 8-section, 5-double bedroom Pullman cars of the rebuilt *Clover* series. The cars traveled between New York and St. Louis on the Pennsy's *Penn Texas* (which also carried the through cars for the *Texas Eagle*).

On May 16, 1948, the new streamliner consist began with Frisco/MKT 14-roomette, 4-double bedroom cars taking over the through service, along with two cars from the Pennsylvania. The Pennsylvania cars were 10-roomette, 5-double bedroom *Cascade* series sleepers, the *Cascade Meadow* and the *Cascade Range*. The cars were painted exactly like the Frisco/MKT cars and because they were smoothsided, they were painted with the Shadowline camouflage livery to make them look like the rest of the train. For a short time in 1949, a separate New York to Dallas 10-5 Pullman was operated. This car was painted standard Pennsylvania colors.

In 1950, the two *Cascade* sleepers were repainted to standard Pennsy colors and assigned to other service. Their place was taken by two

PRR 10-roomette, 6-double bedroom *Rapids* sleepers, the *Swatara Rapids* and the *Tioga Rapids*. Apparently, these cars were not assured the privilege of succeeding the *Cascade* cars as they remained painted standard Pennsy colors until May 1953, when they were painted *Texas Special* colors including the shadowlining. In November 1956, these cars were shopped and the paint renewed however, the shadowlining was omitted. These cars remained in this service until it was discontinued, the last run being October 25, 1958. The cars were not returned to standard Pennsy colors until May 1960 for the *Swatara Rapids* and October 1960 for the *Tioga Rapids*.

The Frisco and Pennsylvania also established a similar agreement for through service between New York, Tulsa, and Oklahoma City on the *Meteor*. Service began on July 7, 1946, with rebuilt heavyweight 10-section, 3-double bedroom *Villa* series cars. Within two months, the service was cut back to Tulsa. The cars traveled between New York and St. Louis on PRR's *The American*.

In May, 1948, the *Meteor* was re-equipped with the new fluted-side lightweight streamlined cars. The through sleepers were replaced by the Frisco 14-4's and two Pennsy *Cascade* 10-5 sleepers, the *Cascade Brim* and the *Cascade Ravine*. The Pennsy cars were painted to match the Frisco cars and received shadowlining to harmonize with the *Meteor's* consist. The only difference was the letterboard, which said PENNSYLVANIA in red letters instead of FRISCO. The service was discontinued in late 1949 and the two cars were returned to standard Pennsy colors early in 1950.

The Baltimore & Ohio had a similar agreement for through service. A 14-4 sleeper was carried between

Washington DC and San Antonio via the B&O's *National Limited* and the *Texas Special*, and a 14-4 sleeper was carried between New York City (actually Jersey City), Washington DC, and Oklahoma City via the B&O *National Limited* and the *Meteor*. This service did not last as long as that with the Pennsy. The B&O had eight 14-4 sleepers, but I have not been able to determine which cars were assigned to this service and how they were painted.

In the late 1940's and early 1950's a through sleeper was operated between Chicago and Oklahoma City via the GM&O's *Abraham Lincoln* and the *Meteor*. Either the sleeper provided by the GM&O was a heavyweight, or the Frisco provided the cars for both directions, as the GM&O never owned any lightweight streamlined sleepers. In 1955 and 1956 a through sleeper was operated between Chicago and San Antonio via the *Texas Special* and the Wabash's *Bluebird*. ☞

**NEW YORK-WASHINGTON-ST. LOUIS TO TEXAS**  
No. 1 TEXAS SPECIAL—STREAMLINED

Ready to receive passengers at 8:00 p.m. in the St. Louis Union Station.

**Sleeping Cars:**  
St. Louis to New York (14 Roomettes, 4 Double Bedrooms) Car 38, B. & O. No. 4  
New York to Dallas (14 Roomettes, 4 Double Bedrooms) Car 14 and 16  
Dallas to San Antonio (14 Roomettes, 4 Double Bedrooms) Car 15, Penn. R. R.  
Washington to San Antonio (14 Roomettes, 4 Double Bedrooms) Car 12, B. & O. No. 4  
St. Louis to San Antonio (14 Roomettes, 4 Double Bedrooms) Observation Car 13  
St. Louis to New York (14 Roomettes, 4 Double Bedrooms) Observation Car 13  
New York to Dallas (14 Roomettes, 4 Double Bedrooms) Observation Car 13  
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**Diner-Lounge-Observation Car:**  
St. Louis to Tulsa and Oklahoma City.

**Chair-Lounge-Buffer Car:**  
St. Louis to Tulsa and Oklahoma City. Ready for passengers 10:00 p.m.

**Reclining Chair Cars (seats free):**  
St. Louis to Tulsa and Oklahoma City. Ready for passengers 10:00 p.m.

Shelving cars open for occupancy at St. Louis 9:30 p.m., sleeping cars 9:15 and 9:25 may be occupied at 7:30 until 8:00 a.m.

**SEE TABLES A AND 1**

To New York (NYC).....	7.30P
St. Louis.....	4.15P
To Washington (WDC).....	6.30P
St. Louis.....	3.15P
To New York (PHU).....	7.15P
St. Louis.....	3.15P
To Dallas.....	6.15P
St. Louis.....	3.15P
To San Antonio.....	6.15P
St. Louis.....	3.15P

**NEW YORK-WASHINGTON-CHICAGO-ST. LOUIS TO OKLAHOMA**  
No. 9 THE METEOR—STREAMLINED

**Sleeping Cars:**  
Jersey City to Oklahoma City (14 Roomettes, 4 Double Bedrooms) Car 38, B. & O. No. 4  
St. Louis to Oklahoma City (14 Roomettes, 4 Double Bedrooms) Car 14  
St. Louis to Tulsa (14 Roomettes, 4 Double Bedrooms) Car 15  
New York to Tulsa (14 Roomettes, 4 Double Bedrooms) Car 16  
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**SEE TABLES B AND 1**

To New York (NYC).....	7.30P
St. Louis.....	4.15P
To Jersey City (JCY).....	6.30P
St. Louis.....	3.15P
To New York (PHU).....	7.15P
St. Louis.....	3.15P
To Tulsa.....	6.15P
St. Louis.....	3.15P
To Oklahoma City.....	6.15P
St. Louis.....	3.15P



# FRISCO BAY WINDOW CABOOSE #154

By Rick L. McClellan

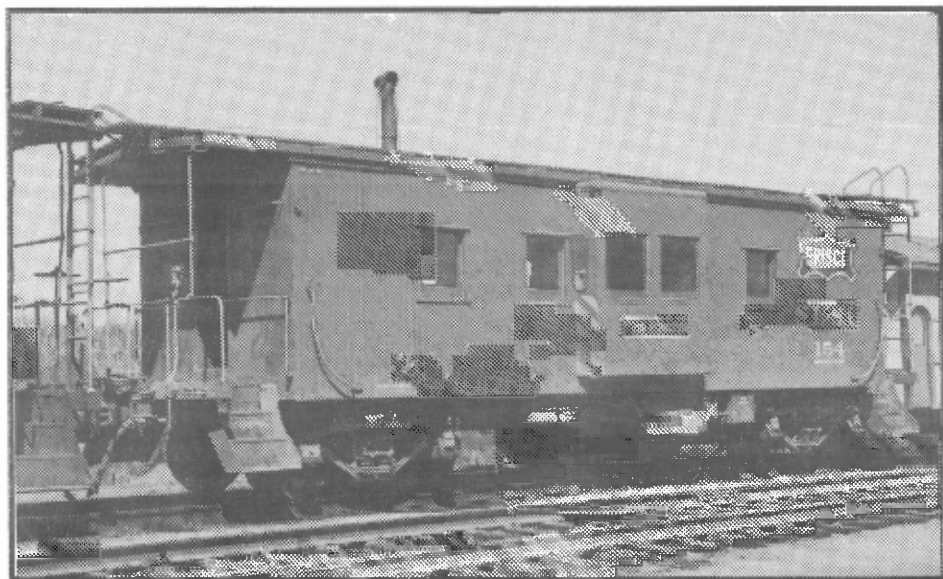
**EDITOR'S NOTE:** *This is the first in a two part edition of the NEW CAR SHOP in which Frisco Folk Rick McClellan provides detailed instructions for an HO Scale model of the only wooden bay window caboose ever operated on the Frisco.*

Bay Window Caboose on the Frisco were relatively scarce as management apparently preferred the cupola style. The only know exceptions were the ten steel bay window cabooses in the 1726-1735 series and a single wooden unit #154. According to company records, all of these cabooses were constructed by the Consolidated Car Shops in Springfield, MO. Company blueprints for #154 indicate that it was built in the fall of 1952 and photographic evidence shows it in service in the spring of 1953. It is interesting to note that #154 bears a strong resemblance to the 100 series wooden, cupola style, Frisco cabooses built in the company shops and could have possibly been rebuilt from one of them.

After reviewing the blueprints and photographs of #154 at The Frisco Railroad Museum, I know that I had to have a model of it even though I knew it would involve quite a bit of scratchbuilding. As a matter of fact, this project is mostly scratchbuilt with several key components taken from existing model kits. The most important was the steel bay window from the Athearn Steel Bay Window Caboose kit. This was the backbone of the caboose and the obvious starting place.

## ROOF & BAY

Caboose #154 started with the Athearn Bay Window Caboose body (#12850). The sides and ends were removed from the body with a razor saw and the result looks like *Figure 1*. Notice that the roof




*Frisco Bay Window Caboose #154, Springfield, MO, April 1953. Frisco photo*

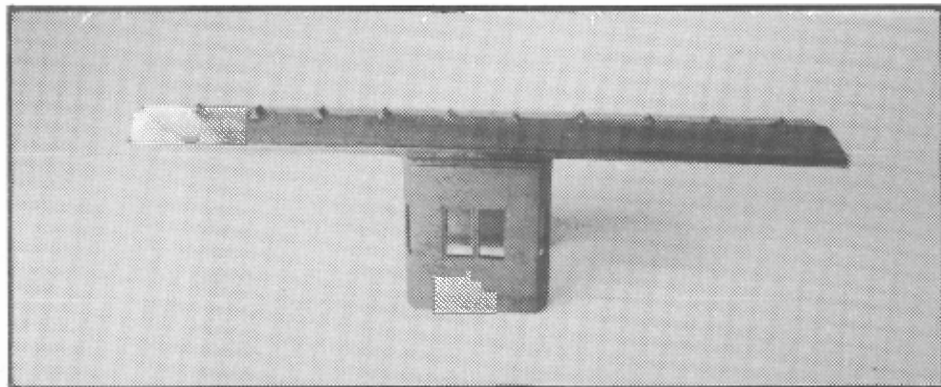
is left attached to the bay window. *Figure 1* also shows the roof without the steel ribs. These were carved off with an X-Acto knife and sanded with 400 & 600 grit sandpaper. *(The prototype had a wooden roof with wood batts at the seams in the roof deck)* Next, the rivets on the bay window were sanded off to represent welded steel. The roof length was shortened to 35' to match the prototype. The smokestack, antenna, and ladder holes in the roof were filled with squadron body putty and sanded smooth.

## CARBODY

The carbody was constructed from Evergreen "V" groove siding (#4050).

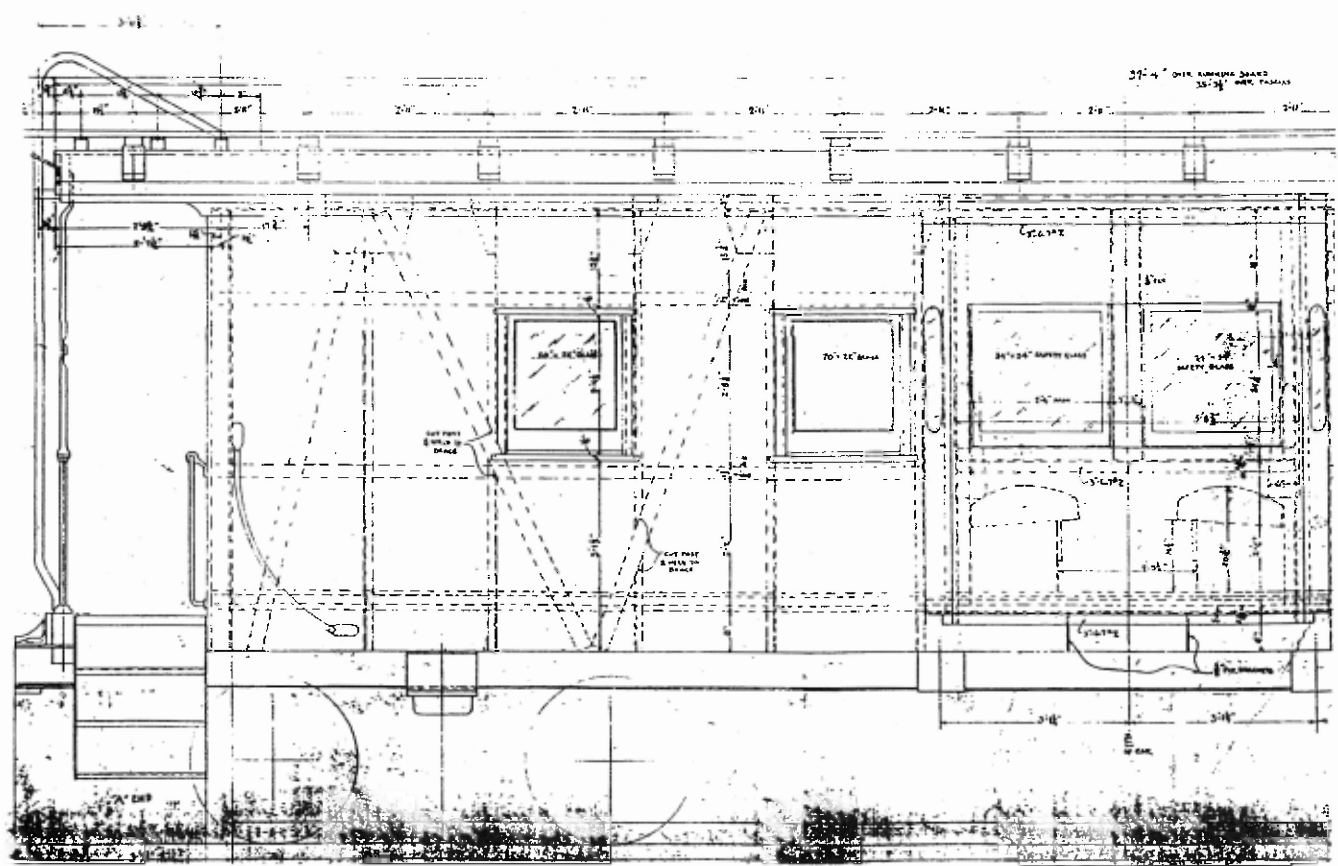
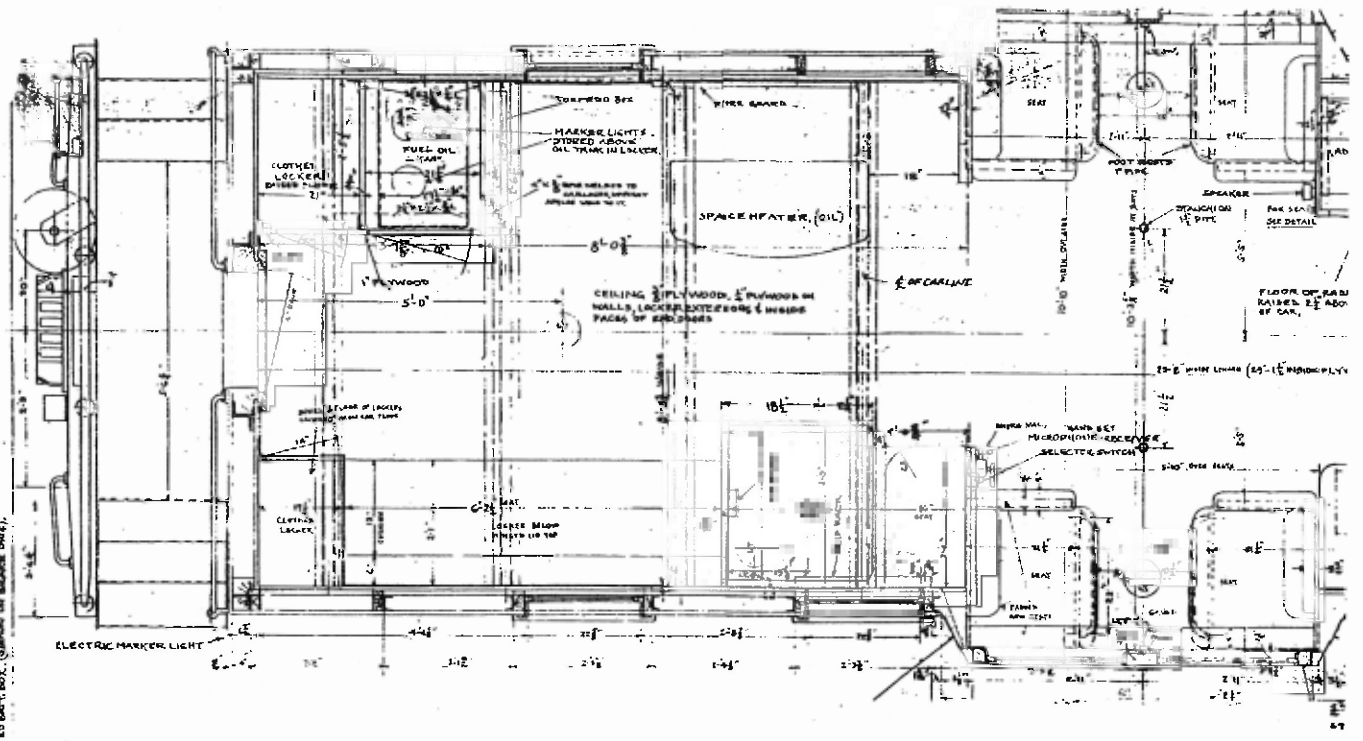
and measures a prototype 8' x 30'. It was glued to the Athearn baywindow/ roof and was reinforced at all of the corners inside the body with Evergreen scale 6"x 9" styrene (#188). Any large dimension of styrene can be used for reinforcement; I just happened to have this size on hand. Since the resulting carbody would be handled a great deal, it was allowed to dry thoroughly before continuing.

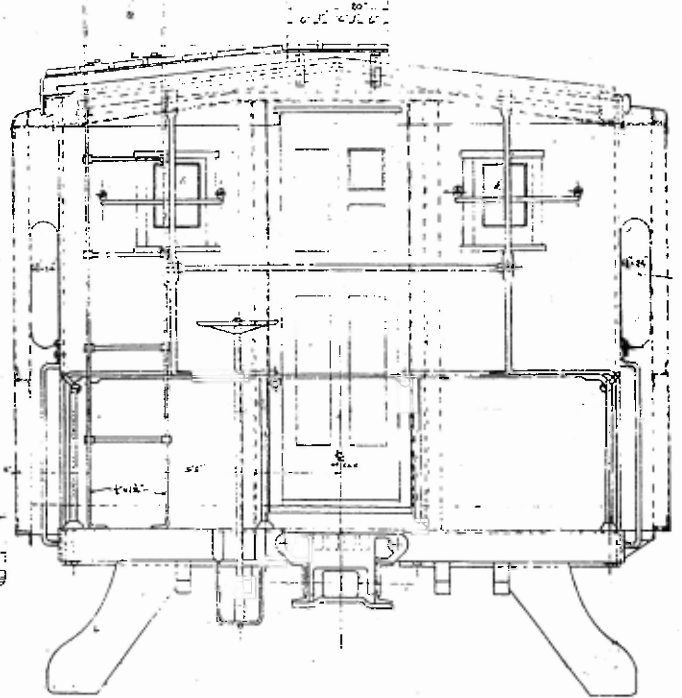
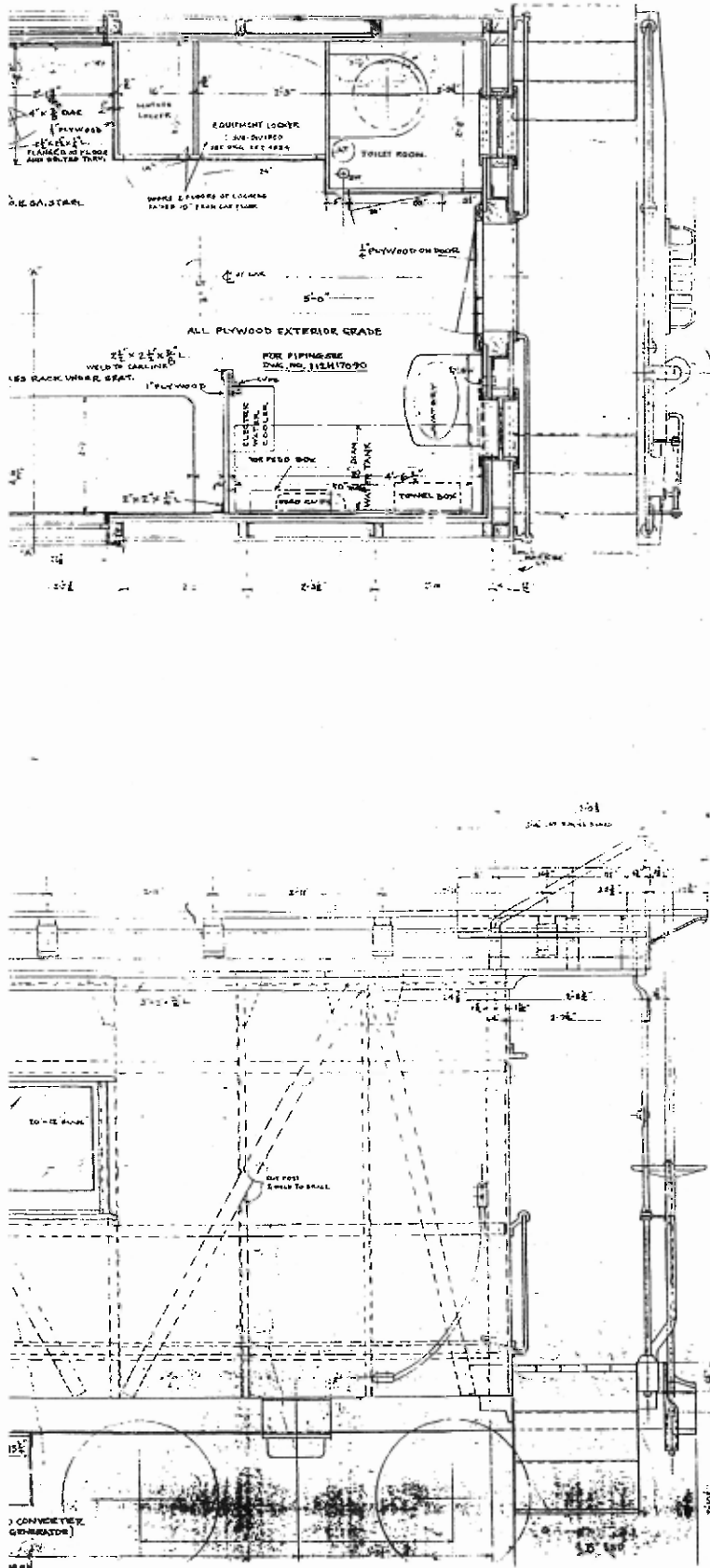
After the car body had dried overnight, door openings were cut in each end of the carbody that measured 2'6" x 6'4" to accommodate the doors. The outside corners of the carbody were also sanded smooth with 400 grit sandpaper. *Continued on page 12* 



*Figure 1*

10 BATTERY BOX (SHOWN ON BLANKET DRAW)





154
CAR NUMBER

<b>SL-SF. RY. CO.</b>
GENERAL ARRANGEMENT
<b>CABOOSE WITH BAY WINDOWS</b>
AUGUST 5, 1952

## WINDOWS

The company blueprints were consulted regarding the window measurements and general arrangement. There are five sash type windows in the wood siding and four in the to bays. The windows in the wood siding had 24"x 28" sashes so their window openings were approximately 26"x 30" to accommodate the sash and the jambs, header, and sill. The bay windows measured 29"x 28" and their rough openings were 31"x 30". The blueprints indicated that the window arrangement was not symmetric. There were three windows on one side (see photo on p. 9) and only two on the other. The carbody windows were lined up to match the height of the windows already in the bay window. (See Figure 2) The blueprints were consulted to determine the spacing of the carbody windows.

Each of the seven window openings were backed by a piece of .015" Evergreen styrene (#9007) glued in place. Next, each window opening had side jambs of 1" x 4" Evergreen styrene (#8104) and a header and sill of 1" x 6" Evergreen styrene (#8106) installed. Note that the header and sill are slightly wider than the window opening per the prototype. The header and sill were cut slightly longer than the window opening to achieve this and were trimmed down with an X-Acto knife to an approximate 5" width. Finally, the Evergreen styrene previously glued behind the opening was carefully carved out slightly smaller (approximately 2") than the window opening and effectively represents the window sash.

The bay windows were formed the same way as the carbody windows except they were not trimmed out with styrene jambs, headers and sills. This was because the plastic is very thick on the Athearn bay window and did not look as good as just enlarging the window opening and filing and sanding the opening smooth. A center mull of 1" x 4" Evergreen styrene (#101) was installed as the molding running across the bottom of the bay windows.

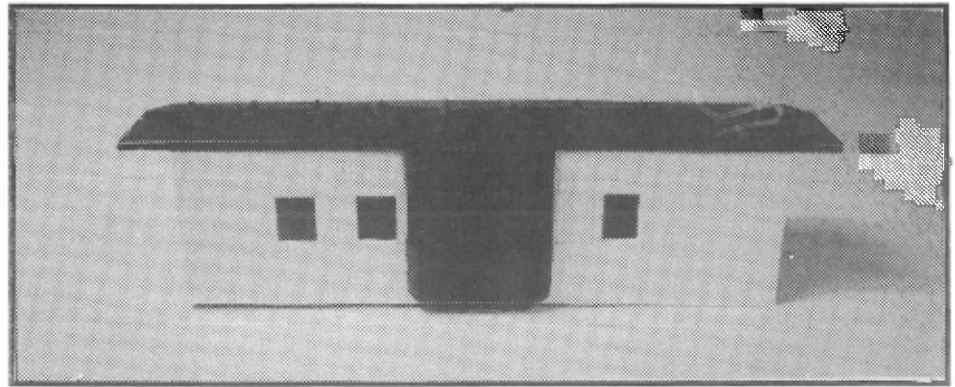


Figure 2

It should be noted that no attempt was made to round the angled windows on the bay section of the caboose. The windows were already the correct height and rounding them would have made them too large. Also, filling the window with styrene and cutting the rounded windows was ruled out in the interest of time and my personal well being.

## END DOORS

The doors on Caboose #154 were the standard Frisco six-panel one light (window) door with the light in the upper right panel. Since no one manufactures anything close to this, a reasonable facsimile was scratchbuilt from styrene. These doors started as scrap pieces of siding used in the carbody construction that were slightly larger than the 2'6" x 6'4" opening cut in the ends of the caboose body. Using the smooth surface on the back of the scrap siding, Evergreen 1" x 4" (#8104) were glued in a vertical position to represent the side rails of the door. Top and bottom rails were made from Evergreen 1" x 8" styrene while all interior rails were made from 1" x 4" styrene. The overall door size needs to be 2'6" x 6'4". Great care was taken and glue could be easily noticed. No attempt was made to install glass in the lighted panel as this would be very subtle to the viewer.

The resulting door was then glued behind the door opening in the carbody ends. The carbody thickness served well as the wall depth and was trimmed with Evergreen styrene 1" x

3"s (#8103) and a threshold made from Evergreen 1" x 8" (#8108) and carved down to size with an X-Acto knife. Since no scale door knobs could be found, a door latch was made by bending a piece of Details Associates 1" brass rod (#WR2505) and gluing it into a hole made with a #76 drill.

## BODY DETAILING

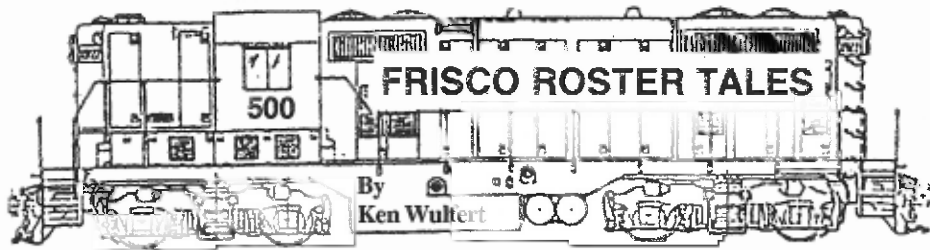
After all the windows and doors were installed, various grab irons were installed on the carbody. The photo on page 9 was reviewed for proper placement of Details Associates side caboose grab irons (#2202). All of these were glued into place with ACC glue.

The top of the Athearn bay window section has a rabbit (notch) moulded into it and this area was filled with Squadron body Putty and sanded to match the prototype's rounded corners.

The carbody ends were notched (A La Athearn) to match the slots in the Athearn caboose floor. This area was carved very carefully and test fitted numerous times to assure a good fit during the final assembly. ☺☺

*Additional details and complete parts list will appear in the February-March ALL ABOARD.*





I was sorting through a pile of papers the other day and came across my ticket stub from last summer's (1990) Frisco 1522 fan trip from St. Louis to Bundy Junction (MP 121.5) and back again - on the old SLSF Eastern Division. This trip, of course, was held in conjunction with the National Railway Historical Society's annual convention, held at St. Louis Union Station on June 14 through 17, 1990.

Through I have written about earlier 1522 trips in past *Roster Tales*, finding this ticket stub reminded me that I have not done anything to document the 1990 NRHS trip. This is an oversight, since the trip down to Bundy Junction and back was a spectacular event. The entire NRHS convention attracted quite a bit of railfan media coverage, including the 1522 trip on June 16, as you *Roster Tale* readers have probable already had the

opportunity to read about these events. However, as a *true-blue* Frisco fan, I don't feel right about not adding my perspective. So, if interested, read on! (*How can you not be interested in a Frisco 1500, one of the best 4-8-2 Mountain types?*)

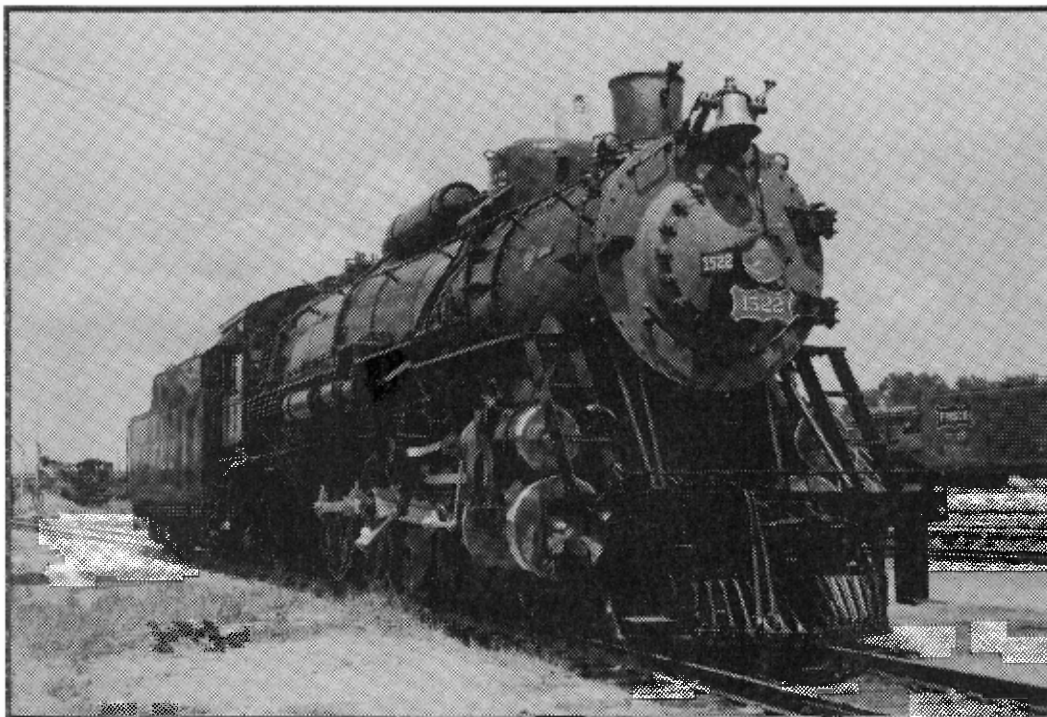
SLSF 1522 was the host locomotive at the convention, but was the star of the show, featuring a trip down the main line of her old railroad - the Frisco Eastern Division, now presided over by the Burlington Northern. The other three steam locomotives featured at the convention were also formidable (*heck, they were all spectacular!*) UP 844 was there, a huge 4-8-4 Northern, and led the way on a neat trip to Findlay, IL on Thursday, June 14. SSW 819 was there, too, another rather large 4-8-4. It led the way on Sunday, June 17, with a departure trip to Illmo, MO, and,

amplified by the fuel her crew specified, was the smokiest locomotive at the convention. N&W 1218, a 2-6-6-4, was there though without any scheduled fan trip. It simply sat at Union Station the whole time, quietly simmering and looking gigantic.

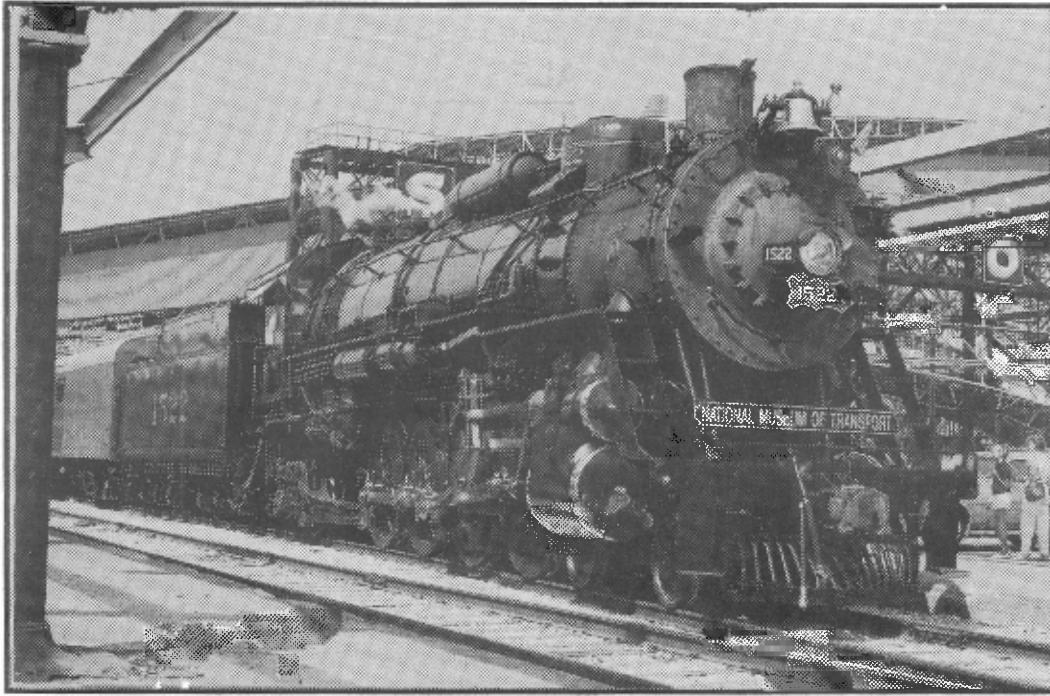
But, let's get to the topic - the 1522 trip on the Frisco. As reference for those of you not familiar with the SLSF Eastern Division, Bundy Junction is located just below Newburg, MO, at the intersection of the U.S. Army's Ft. Leonard Wood branch with the main line of the Frisco between St. Louis and Springfield, MO. (*See ALL ABOARD*, Bundy Junction has a wye, which was used to turn 1522 and her train for the return trip to St. Louis.

Following, in capsule form, are some memorable impressions of the convention and the trip to Bundy Junction.

- The staggered line-up of the four steam locomotives at Union Station, a photo you have probably all seen. *Elegant!* Large as she is, 1522 was by far the smallest of the four iron horses, but looked as classy as any.
- 1522's spiffy looking auxiliary water tender.



Classic 1522 motive power, circa. 1950's. Frisco photo



Classic 1522 motive power, circa. 1990's. Scott Muskopf photo

- 1522's beautiful train on Saturday, over 20 cars, headed by a block of yellow UP coaches, plus the Frisco Cimmarron River sleeper and several others.

- As usual, huge crowds along the way. Lots of parents with small children. Virtually no local news media coverage!
- Chiggers on everybody during the photo run-by at Rook.

- How 1522 shuddered, then buckled down and worked up Iron Hill, just above St. Clair. Iron Hill is the westbound ruling grade between St. Louis and Bundy Junction, with many sharp curves.

- Bumper to bumper traffic on I-44 where it closely parallels the SLSF. Several 18-wheel jockeys lost their cool. I'm glad nobody was hurt. It started to get hot.

- Riding the Frisco again after 26 years! Forgetting that the railroad crosses the Meramec River five times between Valley Park and St. Clair. A slow order between St. Clair and Sullivan.

- Noting with sadness that the BN had torn down the classic mission-style station at Rolla; my old Frisco-watching haunt while a student at MSM. Everyone started to notice the heat at Rolla, even 1522 had to stop there for an unscheduled drink.

- Enjoying the ride through the wilderness down Rolla Hill to Newburg. Newburg (*another old haunt of mine*) thoughts - Crowds! Heat! Old friends! Heat! Being held hostage on the train! Heat!

- My first ever ride around the wye at Bundy Junction after having walked down there from Alhambra Grotto many times in years past. Seeing cactus growing trackside along the wye. Heat!
- How my friend Don Wirth, "Mr. Booster," took over the right seat in 1522 at Newburg for the return trip and charged right up Rolla Hill from a standing start with ease. 1522 is a true thoroughbred. I'm sure Don's thoughts at the time were with his late father, who many times had the same experience during his career as a Frisco engineer.

- Again, how 1522 just simply destroyed Valley Park Hill on the way home. Later the head-end crew said, "*well gee, we were late and in a hurry to give the BN their railroad back!*" 1522 didn't even admit that Valley Park had a hill.

- Recognizing another old, forgotten memory - "*Why does it take so long to get to Union Station once you pass Lindewood Yard?*"

- Enjoying the terrific 844/1522 double header on the following Monday, in spite of big crowds, a bad sun for photos, and a plugged up railroad (*the UP suffered a stalled pair of Cotton Belt U-Boats right in front of Kirkwood Station at just the wrong time*).

- Hearing the melodious whistle exchange between 1522 (*steamboat*) and 844 (*roar*) as the double header was broken up at the National Museum of Transport.

In summary, 1522 put on quite a show during her *day in the sun!*

**EDITOR'S NOTE:** *Two previous articles about the history and restoration of Frisco 1522 have appeared in the ALL ABOARD:*

**A BORN AGAIN FRISCO SURVIVOR**, Volume 2, Number 9, February, 1988.

**FRISCO ROSTER TALES**, Volume 3, Number 10, March, 1989.

*Other related articles include:*

*Frisco's Fantastic 1500's*. Frisco Roster Tales, Volume 3, Number 9, February, 1989.

**The Whyte System. 4-8-2 Mountain Engines**. Volume 4, Number 5, October, 1989. ☞

# Classic Frisco Up-Date

In what is becoming an on-going investigation of mystery Frisco locomotive #88 (*ALL ABOARD, Classic Frisco, August-September, 1991, p. 5 & Classic Frisco Up-Date, October-November, 1991, p. 15*) Frisco Folks George Ballard and Gale Hall have provided our Research Department with additional information on the engine's C&EI (*Chicago & Eastern Illinois*) ownership.

• Mr. Ballard has submitted a photo of 2-6-0 #70, a C&EI Mogul locomotive with identical FRISCO cab lettering and round front-mount number board as #88.

• Mr. Hall has submitted (below) a photo of 2-8-0 #178, a C&EI

*Consolidation* engine with identical FRISCO cab lettering and round front-mount number board as #88 and #70.

According to our records, these two engines, like #88, did not appear on any Frisco locomotive rosters.

Additional C&EI historical materials supplied by Mr. Hall indicate that #88 could very well have traveled the tracks of the Frisco's River Division. On January 3, 1905, the St. Louis-Southwestern gave the Frisco trackage rights between Illmo, MO (*Station TE138, Leachville Sub-Division, River Division*) and Rockview, MO (*Station T142, St. Louis Sub-Division, River Division*). On May 25, 1905, these rights were assigned to the C&EI.

On August 24, 1906, the St. Louis, Memphis, & Southeastern (*A River Division line controlled by the Frisco*) granted trackage rights to the C&EI from Rockview, MO to Chaffee, MO (*Station T144, Chaffee Sub-Division, River Division*).

**EDITOR'S NOTE:** While most Frisco Folks are aware of the operational, although short-lived, connection between the Frisco and the C&EI there is apparently little documentation currently available on the details of their joint operations. Consequently, thanks to Mr. Hall, Mr. Ballard, and Frisco Folk James Mottram who first brought the photo of #88 to our attention,



FRISCO/C&EI 2-8-0 #178, date & location unknown.

Photo reprinted from the front cover of *THE RAILROAD EVANGELIST*, Volume 12, No. 12, November, 1963.

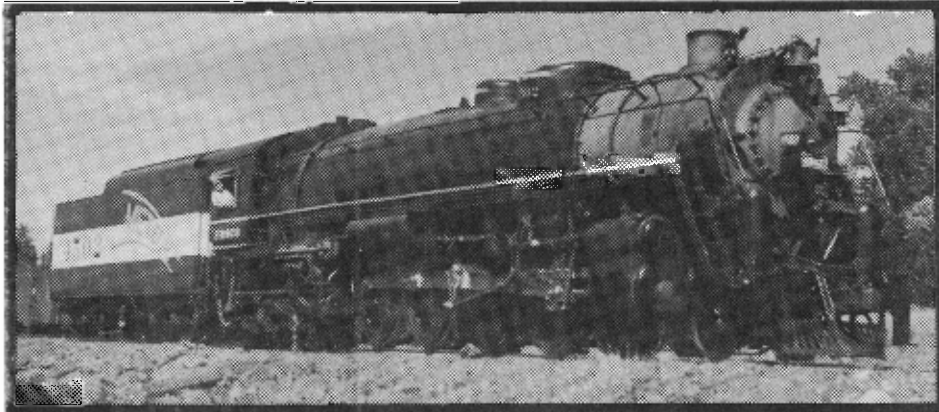
Submitted from the collection of Frisco Folk Gale Hall

## MUSEUM ACQUISITIONS

an on-going Research Service file on the Frisco/C&EI operations has been established. As additional information becomes available it will be published in future issues of the *ALL ABOARD*.

Anyone with information on the Frisco/C&EI operations, equipment, motive power, etc., is encouraged to contact the museum office. ☐

The *Flagship of the Frisco Fleet* was the title Assigned to the **METEOR**, trains 9-10, that provided passenger service between St. Louis & Oklahoma City for over sixty-three years. Inaugurated on March 15, 1902, the **METEOR** was the oldest named passenger train in service on the Frisco.



*Frisco METEOR motive power #4502, Springfield, MO, circa. 1943. Frisco photo*

While its first consist was limited to wooden coaches and gas lamps, by the early 1940's it was offering its patrons an all air conditioned fleet of sleeping cars, lounge cars, chair cars, and a full compliment of dining car services. One could leave St. Louis at 6:00 p.m. one evening and arrive in Oklahoma City at 8:40 a.m. the next morning.

The arrival of steam locomotives Nos. 4500-4502 in November, 1942, marked the first and only time that any Frisco passenger service motive power permanently carried the name of an assigned train. The pilot, air pump shields, under carriage, and trailing trucks were standard black. The smoke box and fire box were graphite gray. The rest of the engine and tender, including cylinders and driving & pilot truck wheels, were painted *Zephyr Blue*.

# METEOR

In addition to the short-lived appearance of its name on motive power tenders, the **METEOR** was also identified by way of a 26" lighted *drumhead* that was attached to the rear of the last car on the train's consist. With a style first used in 1938, the *drumhead* was white, with red border and diagonal lines, and black logo & lettering all reverse painted on a 1/2" piece of plate glass. According to our records, similar *drumheads* were also used on the *Will Rogers*, *Firefly*, *Kansas City-Florida Special*, *Memphian*, and *Sunnyland*.

Thanks to the generosity and cooperation of Frisco Folk Bill Heiss, the museum has added to its collection of passenger drumheads one used on the **METEOR**.

In addition, the driving & pilot wheels were trimmed in white. The cab roof was painted a *Dove Gray* to match the blue & white passenger cars on the roster in the early 1940's. The tenders of these sporty *Northerns* displayed the **METEOR** in red curved perspective letters with two matching lines on either side, so designed to symbolize the speed of a meteor streaking across the sky.

In 1946, Frisco President Clark Hungerford ordered all the fleet of 4500's to be repainted in a more traditional and austere black livery. Due to declining passenger traffic, in January, 1959, **METEOR** service was consolidated with the Frisco/Katy *TEXAS SPECIAL*. On September 18, 1965, the **METEOR** made its final run, replaced by the *Oklahoman*.







Frisco Folk Rick McClellan shares with us an assortment of modeling tricks, tips, and neat things to do that are relatively simple, inexpensive, and quick, all of which can enhance the appearance and operation of your layout.

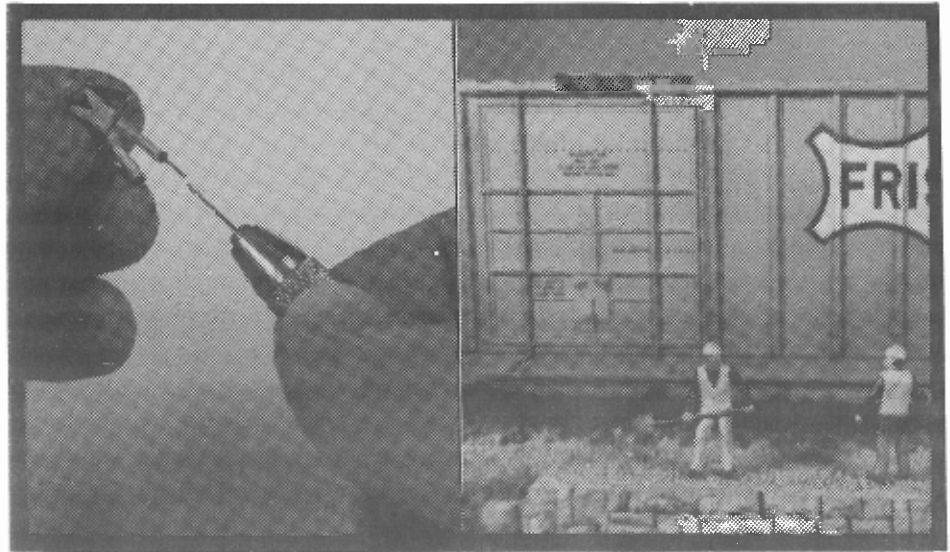
## Mounting HO Scale Figures

Scale figures make our layouts come alive with purpose and meaning. Many of the commercially produced figures come pre-painted and ready to set on the pike. These figures are usually painted carefully and are in realistic colors. However, the plastic or metal base they are mounted on are highly unrealistic. To solve this problem, the bases can be removed with a hobby knife, although this leads to another problem. The figures cannot support themselves.

Never fear because HO and larger scale figures can be mounted on a short length of brass wire and slipped into a corresponding hole on the layout. For HO scale figures consider using .019" brass wire (*Detail Associates #WR2506*). Using a #76 or #75 drill, bore a hole in the figure's heel straight through the ankle and into the calf. Be careful and patient! A non-perpendicular hole can result in the drill emerging out of the leg and ruining the figure. Next, push a piece of .019" brass wire up into the leg until it stops and cut the wire leaving about a scale foot or two below the figure's foot. Finally, drill several holes in your layout for the exposed figure's wire to set in.

Before you know it, you will have dozens of realistic Frisco employees, their families, and others populating your layout. ☺

**GOOD LUCK!**



## MAIL CAR



The **MAIL CAR** is a feature of the *ALL ABOARD* in which we attempt to answer some of the many questions that are submitted to our **FRISCO RESEARCH SERVICE**.

If you have a question about the equipment, facilities, or operation of the Frisco, please send them to the **RESEARCH SERVICE**. All request are answered individually and selected questions will appear in the **MAIL CAR** feature.

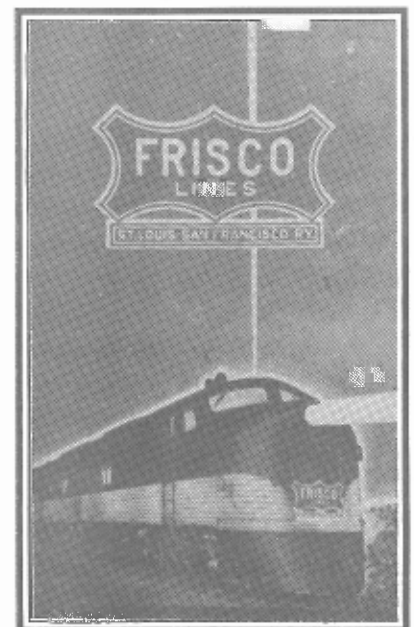
**QUESTION:** I recently acquired a deck of the passenger train playing cards shown on page 19 in the October-November *ALL ABOARD*. Can you tell me what the specific date of issue was and whether or not they ever came in a double deck Bridge set like some of the later styles?

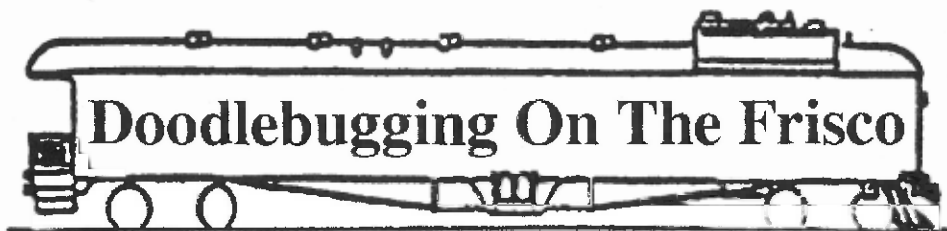
**ANSWER:** Yes! The playing cards shown in the October-November *ALL ABOARD* were issued in double Bridge decks. They came in a sliding tray box with the dark blue background cards on the right and the turquoise deck on the left. Included in the deck currently in the museum's collection is an *International Contract Bridge Score Table*

dated April 1, 1943.

In regard to a specific date of issue for the cards, single or double decks, our best guess is beginning sometime in 1946. The diesel passenger locomotive that appears on the front of the cards is an artist rendition of the type of locomotives that were scheduled to go into service in 1947. It first started to appear on company promotional materials and public timetables in June, 1946.

Some of the single decks that were given out as customer promotions, and provided on the trains, were complete with a brown leather carrying case that had imprinted in gold lettering, on the inside of the top flap, *Compliments of Frisco Lines.* ☺





On September 1, 1905, the *Butler Country Railroad Co.* was incorporated in Southeast Missouri. Between 1911 and 1915, the company completed a line from Poplar Bluff, MO, southeast, to the junction with the St. Louis-Southwestern at Piggott, AR. A fifteen mile branch line was also constructed between Ospery Junction southwest, to Tipperary, AR.

On August 29, 1927, the Butler County line & equipment was leased to the Frisco who operated it in that capacity until January 1, 1950, when ownership was officially transferred.

When the Frisco took control of the line, it took possession of a unique piece of passenger equipment. Motor Car #15, a 48' steam powered car, was built by the Laconia Car Co. and arrived on Butler County property January 31, 1920, at a cost of \$17,169.02. The all steel unit featured a 9' engine room, 12' baggage compartment, and a 24' passenger section seating thirty-four.

The interior was finished with wood trim, the floor was yellow pine, and the radial roof was covered with canvas.

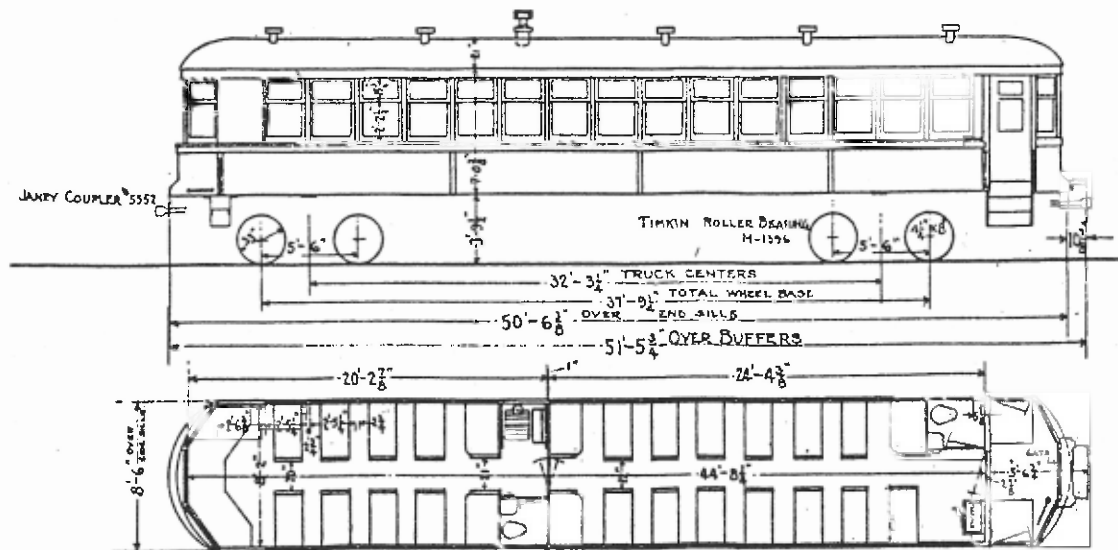
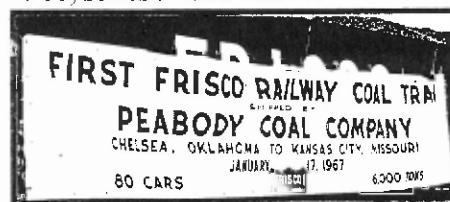
The car was powered by a 60 H.P. tublar steam boiler engine that rode on the front trucks. Both sets of trucks were equipped with four 33" wheels and rode on roller bearings. The engine was fueled by coal oil or distillate. The lights were electric powered by a dynamo-storage battery system, the brakes were activated by air & hand, and the car was heated by exhaust steam from the engine passing through pipes along the side of the car.

In 1929, the Frisco converted #15 to a gasoline-mechanical transmission car and renumbered it as #3002. This configuration apparently proved to be less that efficient because a year later, the car was again rebuilt, this time as a motor car trailer #502. Four years later, in 1934, the car was removed from revenue service and scrapped.

**LOOKING BACKWARD** is a regular feature of the *ALL ABOARD* that takes a look back through our files at the people and events that were a part of the Frisco 25, 50, and 75 years ago.

## 25 YEARS - 1967

On January 17, 1967, the Frisco operated its first unit coal train for the Peabody Coal Co. from Chelsea, OK to Kansas City, MO. The 6,800 ton load was pulled by four U-25-B diesel locomotives with No. 829 as the lead unit, and consisted of fifty-seven 100 ton *jumbo* hopper cars, series 87000-87099 and twenty of the 55 ton hoppers rebuilt in the Springfield Car Shops in 1966, series 91600-92399.



SLSF 3002  
CLASS: MOTOR CAR  
As rebuilt to Trailer #502


**50 YEARS - 1942**

**75 YEARS - 1917**

In 1942, the Frisco took delivery of fifteen of its last steam locomotives, 4-8-4 *Northern* class, series 4500-4514, and six of its first diesel switch engines, 44 ton units 1 & 2, VO660 Nos. 600-601, and VO1000 engines 206-207.

In 1917, the Frisco took control of the *Sapulpa & Oil Field Railroad*. The nine-mile line was incorporated on September 29, 1915, by J.A. Frates of Springfield, MO. When the Frisco took

control in September, 1917, the line extended from Depew to Shamrock, OK. It is interesting to note that it was the original intention to electrify the line, but that idea was later abandoned and such equipment & supplies were sold without ever having been used.

Sapulpa Construction Co. Account	<b>SAPULPA &amp; OIL FIELD RAILROAD</b>		PAY ROLL CHECK
			
	No 496	TULSA, OKLA., _____ 1916	
	<b>CENTRAL NATIONAL BANK</b> <small>SG-G</small> TULSA, OKLAHOMA		
	PAY TO _____ OR ORDER		
<small>If presented for payment within 40 days from date of issue.</small>			
<small>PAYABLE IF DESIRED AT FIRST STATE BANK, SHAMROCK, OKLA., OR AMERICAN NATIONAL BANK, SAPULPA, OKLA.</small>			
			<small>TREASURER</small>

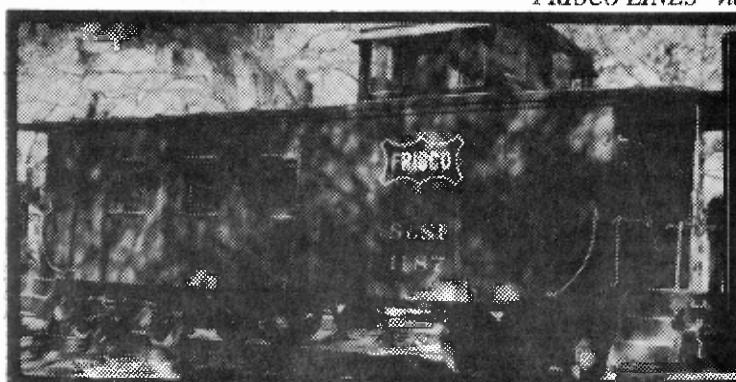
**FRISCO IN THE 1990's**

Frisco In The 1990's is a photo feature of the *ALL ABOARD* in which we showcase photos of surviving 1990's Frisco equipment & facilities as photographed by members of our Frisco Folks.

Have you seen a piece of "real" Frisco equipment or facility lately? Did you get a picture of it? If so, please let us know and, if possible, send us a copy for publication.



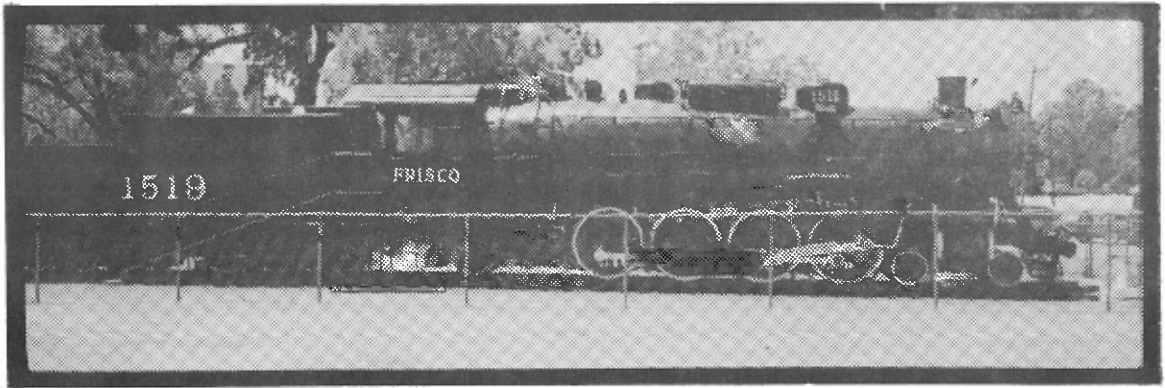
"FRISCO LINES" viaduct over Gravois Road, St. Louis, MO June 17, 1991 Joe Koch photo



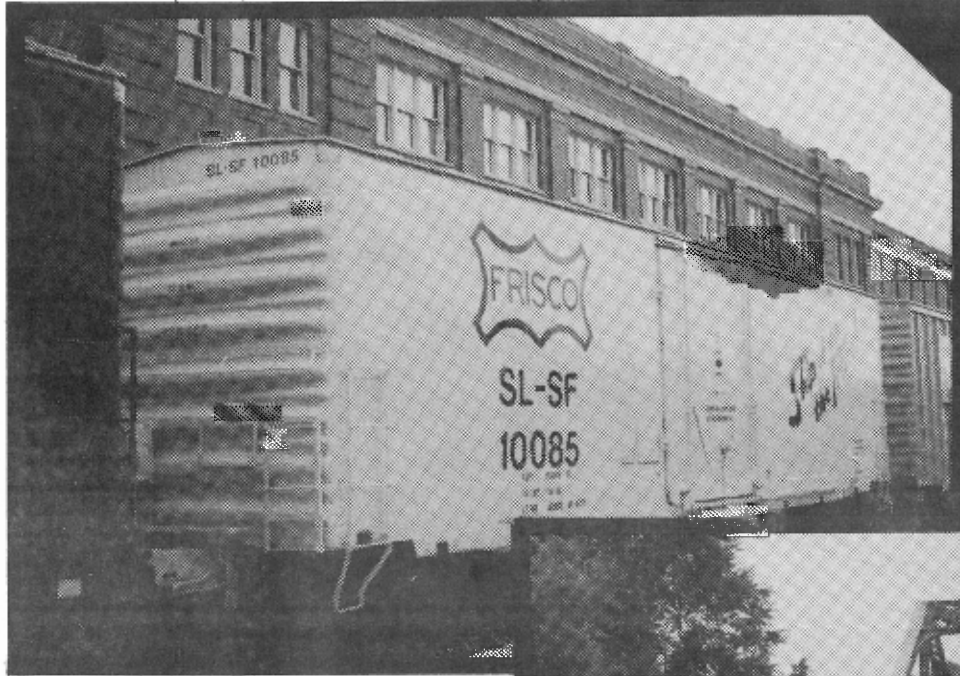
Frisco caboose #1187, Osceola (Rotan), AR December, 1990



Frisco caboose #1430 (BN 11660), Hardy, AR September 15, 1991 Both caboose photos by Wayne Porter



*Frisco "Mountain" Class 4-8-2 #1519, on display at Enid, OK July 7, 1996 Chris Bowles photo*



*Frisco 50' Box Car #10085  
from series 10000-10299, built 1969  
on display at C.B. & Q. depot museum  
Lincoln, NE, January 4, 1992  
Wayne Porter photo*

*Frisco bridge #18.2  
over Meramec River at Valley Park, MO  
492', 3 153' through-riveted-truss spans &  
1 33' deck-plate-girder span  
eighteen miles southwest of St. Louis, MO,  
Eastern Division  
June 17, 1991  
Joe Koch photo*



## **SPECIAL NOTICE**

### **ATTENTION ALL FRISCO SPECULATORS!**

Plans are now being made to begin a new feature in future issues of the *ALL ABOARD* that will add an addition perspective to our **FRISCO IN THE 1990's**. Have you ever wondered, *What would the Frisco be like if it we still operating as the Frisco in the 1990's?* What would the operations department look like? What would particular Division, Sub-Division, or branch line operations be today? What types of motive power would be service? What kinds of freight, company service, *passenger?* equipment would be in use? If you have an idea (*creative but realistic*), send it to us and we will include it in our new feature. ☛